

PENNSYLVANIA RAILROAD



TOURS

TO

The Yellowstone Park

AND

PACIFIC COAST

1907

PERSONALLY CONDUCTED



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PENNSYLVANIA RAILROAD

TOURS

TO

THE YELLOWSTONE PARK

AND

PACIFIC COAST

AUGUST 6

SEPTEMBER 3

1907

J. R. WOOD

Passenger Traffic Manager

GEO. W. BOYD

General Passenger Agent

PRESS OF
ALLEN, LANE & SCOTT
PHILADELPHIA

TOURS

TO

THE YELLOWSTONE PARK

AND

PACIFIC COAST

THE Yellowstone National Park, like the City of Washington, should be visited by every patriotic American; Washington because it is the seat of the National Government; the Yellowstone National Park because it contains the greatest collection of natural wonders held under the protection of a great government. That this wonderland has been preserved as a great open-air museum should be a cause of rejoicing in the heart of every lover of nature.

To enable those in the East who have never visited the Park and others who may have made one, two, or half a dozen visits, to enjoy the great delight of seeing all the wonders of this national institution at a minimum cost and with the greatest possible convenience and comfort, the Pennsylvania Railroad Company has arranged the Personally-Conducted Tours outlined in the following pages.

The summer season is one of the most delightful times in which to visit the Park, for then the forces of Nature are actively displayed. All of the geysers are in active operation, many which have not played for years having resumed their wonderful play since the cataclysm of natural forces which overwhelmed San Francisco. Many improvements have been made in the Park looking

toward the comfort of visitors which will be much appreciated.

Very Low Rates The rates have been fixed at the very lowest figure possible to secure to the passenger the benefits of a trip under the personally-conducted system inaugurated nearly a quarter of a century ago by the Pennsylvania Railroad, and which guarantees absolute perfection of detail and the highest degree of satisfaction to its patrons.

Superior Accommodations There will be no difference in the two tours, save in the choice of routes to and from the Yellowstone Park. Each will use a special Pullman train of the highest grade of equipment. This train will be utilized over the entire route in each case, except during the five and one-half days spent in the Yellowstone Park, when the charmingly appointed new hotels located at the more important points of interest will serve to house the parties for meals and night accommodations, and the commodious and comfortable coaches of the Park management will convey them from point to point.

Meals En Route All meals on the special train will be served in the dining car at regular times so that patrons will not suffer the inconvenience of depending upon way-side luncheon rooms and cafés at stations for refreshment. This feature of the Pennsylvania Railroad Tours is always a much appreciated one.

The Special Trains The special trains will consist of a large baggage car, the dining car, drawing room sleeping cars, and an observation car. This latter car is always a great source of satisfaction to patrons of Pennsylvania Railroad Tours. The rear platform is deeply recessed, so as to form an open observatory. The platform will accommodate about twenty people in camp chairs. This car is for the free use of every passenger.

The Routes

The routes selected for the two tours here presented offer a choice embracing many desirable features. The itinerary of the first, leaving the East August 6, traverses a most attractive section of country. Westward it will take the party to Chicago and then up into Canada from St. Paul; thence through the magnificent scenery of the Canadian Rocky Mountains to the Pacific Coast for visits to Portland, Seattle, and Tacoma. Yellowstone Park will be visited on the eastward trip with a side trip to Denver before the party returns to the Atlantic Coast. Tour No. 2, leaving the East September 3, will traverse a rather different route, though no less attractive one. This party will travel direct to the Park by way of Chicago and St. Paul. After the full five and one-half days' tour of the Park has been completed, the party will continue westward to the Pacific Coast, with visits to Tacoma, Seattle, and Portland. The return journey will be made through the mountains and valleys of Oregon and Idaho, to Ogden and Salt Lake City; thence through the magnificent scenery of the Rocky Mountains to Colorado Springs and Denver, opportunity being provided to make the ascent of Pike's Peak or the trip to Cripple Creek. A brief visit to Chicago will also be made on both tours.

The trains will be run on special schedules adapted to the particular needs of the tourists. The advantages of these original features are readily apparent, as they enable tourists to cover as much territory as they could in twice the time by regular trains, besides enjoying the pleasant accommodations which the special trains afford. Stops will be made at desirable points *en route* and ample time allotted for their satisfactory inspection. The schedules are so arranged that the most picturesque points along the line will be passed by daylight.



THE GROTTO GEYSER, YELLOWSTONE PARK

Tickets for these tours will be sold at the following rates, covering round trip railroad transportation, Pullman accommodations (one double berth), all meals in dining car when traveling in special train, luncheon and dinner in hotel at Denver, and full five and one-half days' tour of the Yellowstone Park, including all necessary expenses:—

RATES.

| | |
|--------------------------|----------|
| New York, N. Y..... | \$233 00 |
| Philadelphia, Pa..... | 231 00 |
| Baltimore, Md..... | 229 00 |
| Washington, D. C..... | 229 00 |
| Newark, N. J..... | 233 00 |
| Elizabeth, N. J..... | 233 00 |
| New Brunswick, N. J..... | 233 00 |
| Trenton, N. J..... | 231 50 |
| Atlantic City, N. J..... | 232 25 |
| Lancaster, Pa..... | 230 00 |
| Wilkes-Barre, Pa..... | 229 00 |
| Williamsport, Pa..... | 229 00 |
| Elmira, N. Y..... | 229 00 |
| York, Pa..... | 229 00 |
| Harrisburg, Pa..... | 229 00 |
| Columbia, Pa..... | 229 50 |
| Oil City, Pa..... | 222 00 |
| Wilmington, Del..... | 231 00 |
| Reading, Pa..... | 231 00 |
| Altoona, Pa..... | 227 00 |
| Johnstown, Pa..... | 225 50 |
| Pittsburgh, Pa..... | 222 00 |

PROPORTIONATE RATES FROM OTHER POINTS.

Tickets from points at which the special train does not stop, include railroad transportation only to and from nearest stopping point of the special train.

Half tickets may be sold for children between five and twelve years of age occupying Pullman berth at rate of \$50.00 less than above quoted rates.

RATES FOR EXTRA PULLMAN ACCOMMODATIONS.

One section (two berths), \$50.00 additional.

Two in drawing room, each person, \$40.00 additional.

Three in drawing room, each person, \$15.00 additional.

Four in drawing room, no extra charge.

Two in stateroom, each person, \$30.00 additional.

Three in stateroom, no extra charge.

Baggage One hundred and fifty pounds of baggage are allowed on each whole ticket, and seventy-five pounds on each half ticket; all in excess of these amounts will be charged for at usual excess baggage rates; one may carry every essential garment in a moderate-sized trunk. Passengers may have access to their baggage on the special train *en route* by applying to the Special Baggage Master.

Tourists should procure, at time tickets are purchased, special baggage tags, on which name, home address, and letter designating car in which passenger is located should be plainly written, and one of these tags attached to every piece of baggage, to serve as a ready means of identification. Baggage to be used on the special trains should be tagged and checked in the usual way on the first tour to Portland, Ore., and on the second tour to Gardiner, Mont. Any small satchels containing necessary articles for use on trains *en route* can be readily accommodated in sleepers or in the baggage compartment, where access can be had at the convenience of the owner.

Yellowstone Park Baggage Each passenger will only be allowed one dress suit case full of clothing while in the Park (five and one-half days), the balance will be left on trains in charge of Baggage Master.

The Tourist Agent There will accompany each party a thoroughly experienced Tourist Agent. Perfectly familiar with the territory covered, he will be enabled to

answer all demands upon his knowledge, and relieve passengers of the thousand and one annoyances incident to traveling individually.

A feature of the Pennsylvania Railroad Tours is the chaperon. She is a lady of experience, well versed in the art of traveling, and her especial duty is the care of ladies traveling without escort.

**The
Chaperon**

There will also accompany each tour a Special Baggage Master, who will take entire charge of the luggage of passengers while *en route*.

**The
Baggage
Master**

Letters intended for members of the parties may be addressed to them "Care of Pennsylvania Railroad Yellowstone Park Tour, General Delivery," at the points where a stop of several hours or more is noted in the schedule. Sufficient time should be allowed for transit.

**Mail
En Route**

The number of persons who can be accommodated will be strictly limited, and the Company reserves the right to stop the sale of tickets at any time prior to date of departure.

**Party
Limited**

Accommodations should therefore be reserved as early as possible. Tickets will be ready about two weeks prior to date of tour, and it is necessary that all tickets for accommodations reserved in advance be purchased one week in advance of date of departure. If on account of illness or other valid reason passengers are unable to make the trip after purchasing tickets, the Company will cheerfully refund the entire amount paid, in accordance with its usual liberal policy in connection with its personally-conducted tourist business.

**Purchase
of Tickets**

Letters and requests for reservations of space or tickets may be addressed to Geo. W. Boyd, General Passenger Agent, Philadelphia, Pa., or to Booking Agents, Pennsylvania Railroad, at the offices given on following page.

Bookings

OFFICES OF BOOKING AGENTS OF THE COMPANY.

| | |
|-------------------|--|
| BOSTON..... | 205 Washington Street. |
| NEW YORK..... | 263 Fifth Avenue. |
| BROOKLYN.... | { 336 Fulton Street, and Pennsylvania Annex. |
| NEWARK, N. J..... | 736 Broad Street. |
| PHILADELPHIA.... | { Room 417, Broad Street Station; 1433 Chestnut Street. |
| BALTIMORE | Baltimore and Calvert Streets. |
| WASHINGTON..... | Fifteenth and G Streets, N. W. |
| PITTSBURGH, . | 401 Fourth Avenue cor. Smithfield Street. |
| READING..... | 11 South Fifth Street. |
| WILKES-BARRE..... | 50 Public Square. |
| WILLIAMSPORT..... | 107 West Fourth Street. |
| WILMINGTON | 503 Market Street. |

THE STAFF OF THE TOURIST BUREAU.

CHAS. R. ROSENBERG in charge.

| <i>Tourist Agents.</i> | <i>Chaperons.</i> |
|------------------------|-------------------|
| H. Y. DARNELL, | MISS Z. W. BEATY, |
| J. F. MCCOY, | MISS A. E. BRADY, |
| F. McD. QUINN, | MISS J. E. JONES. |
| T. L. LIPSETT, | |
| W. S. CORNELL. | |

TOUR No. 1.

TUESDAY, AUGUST 6.

Via Pennsylvania Railroad.

MILES
FROM
NEW
YORK.

| | | | |
|-----|---|----------------------|-------------|
| | Lv. NEW YORK, N. Y. { | West 23d Street.... | 10.55 A. M. |
| | | Cort. & Desb. Sts... | 11.00 " |
| | Lv. BROOKLYN, N. Y..... | | 10.45 " |
| 1 | Lv. JERSEY CITY, N. J..... | | 11.14 " |
| 9 | Lv. NEWARK, N. J. (Market Street)..... | | 11.25 " |
| 57 | Lv. TRENTON, N. J..... | | 12.18 P. M. |
| 85 | Lv. NORTH PHILADELPHIA, PA..... | | 12.52 " |
| 90 | Lv. PHILADELPHIA, PA. (Broad St. Station) | | 1.10 " |
| 91 | Lv. WEST PHILADELPHIA, PA. | | 1.14 " |
| 196 | Ar. HARRISBURG, PA..... | | 3.30 " |
| | Lv. WASHINGTON, D. C..... | | 11.55 A. M. |
| 42 | Lv. BALTIMORE, MD..... | | 1.05 P. M. |
| 125 | Ar. HARRISBURG, PA..... | | 3.25 " |
| | Lv. HARRISBURG, PA..... | | 3.35 P. M. |
| 327 | Ar. ALTOONA, PA..... | | 6.45 " |
| | Lv. ALTOONA, PA..... | | 6.50 " |
| 444 | Ar. PITTSBURGH, PA.....(Eastern time) | | 9.45 " |

Via Pennsylvania Lines.

Lv. PITTSBURGH, PA.....(Central time) 8.55 P. M.

WEDNESDAY, AUGUST 7.

913 Ar. CHICAGO, ILL..... 8.45 A. M.

Via Chicago and Northwestern Railway.

Lv. CHICAGO, ILL..... 9.30 A. M.

1322 Ar. ST. PAUL, MINN..... 9.30 P. M.

Via Minneapolis, St. Paul & Sault Ste. Marie
Railway.

Lv. ST. PAUL, MINN..... 10.00 P. M.

MILES
FROM
NEW
YORK.**THURSDAY, AUGUST 8.**

| | | |
|------|---------------------------------------|------------|
| 1882 | Ar. PORTAL, N. D.....(Central time) | 4.00 P. M. |
| | Via Canadian Pacific Railway. | |
| | Lv. PORTAL, N. D.(Mountain time) | 3.15 P. M. |

FRIDAY, AUGUST 9.

| | | |
|------|------------------------------------|------------|
| 2571 | Ar. BANFF HOT SPRINGS, ALBERTA.... | 3.00 P. M. |
| | Visit Springs and Baths. | |

SATURDAY, AUGUST 10.

| | | |
|------|--|------------|
| | Lv. BANFF HOT SPRINGS, ALBERTA.... | 12.00 Noon |
| 2606 | Ar. LAGGAN, ALBERTA....(Mountain time) | 1.15 P. M. |
| | Visit Lake Louise, two and one-half miles from station. | |

SUNDAY, AUGUST 11.

| | | |
|------|--|------------|
| | Lv. LAGGAN, ALBERTA.....(Pacific time) | 5.00 A. M. |
| 2710 | Ar. GLACIER, B. C..... | 12.00 Noon |
| | Visit the Glacier. | |

MONDAY, AUGUST 12.

| | | |
|------|-------------------------|------------|
| | Lv. GLACIER, B. C..... | 5.30 A. M. |
| 2929 | Ar. ASHCROFT, B. C..... | 5.30 P. M. |

TUESDAY, AUGUST 13.

| | | |
|------|-------------------------------|------------|
| | Lv. ASHCROFT, B. C..... | 8.00 A. M. |
| 3100 | Ar. SUMAS, B. C..... | 3.30 P. M. |
| | Via Northern Pacific Railway. | |
| | Lv. SUMAS, B. C..... | 3.45 P. M. |
| 3226 | Ar. SEATTLE, WASH..... | 9.10 " |
| | Visit points of interest. | |

WEDNESDAY, AUGUST 14.

| | | |
|------|---------------------------|-------------|
| | Lv. SEATTLE, WASH..... | 12.00 Noon |
| 3267 | Ar. TACOMA, WASH..... | 1.30 P. M. |
| | Visit points of interest. | |
| | Lv. TACOMA, WASH..... | 11.30 P. M. |

MILES
FROM
NEW
YORK.**THURSDAY, AUGUST 15.**

3411 Ar. PORTLAND, ORE..... 5.00 A. M.

In Portland.

Columbia River Trip may be taken:

Lv. PORTLAND, ORE.....(Pacific time) 7.00 P. M.

MILES
FROM
PORT-
LAND.**FRIDAY, AUGUST 16.**

540 Ar. SPOKANE, WASH.....(Pacific time) 2.15 P. M.

Lv. SPOKANE, WASH.....(Mountain time) 3.30 “

SATURDAY, AUGUST 17.

1046 Ar. LIVINGSTON, MONT....(Mountain time) 10.30 A. M.

Lv. LIVINGSTON, MONT..... 10.40 “

1100 Ar. GARDINER, MONT..... 1.10 P. M.

Stage through the Park.

Lv. GARDINER, MONT..... 1.40 P. M.

1105 Ar. MAMMOTH HOT SPRINGS..... 2.40 “

Dinner and lodging.

SUNDAY, AUGUST 18.

Breakfast.

Lv. MAMMOTH HOT SPRINGS..... 8.00 A. M.

1125 Ar. NORRIS..... 12.00 Noon

Luncheon.

Lv. NORRIS..... 1.30 P. M.

1145 Ar. FOUNTAIN HOTEL..... 5.30 “

Dinner and lodging.

MONDAY, AUGUST 19.

Breakfast.

Lv. FOUNTAIN HOTEL..... 8.00 A. M.

1155 Ar. UPPER GEYSER BASIN..... 11.30 “

Luncheon, dinner, and lodging.

MILES
FROM
PORT-
LAND.**TUESDAY, AUGUST 20.**

Breakfast.

| | | |
|------|-----------------------------|-------------|
| | Lv. UPPER GEYSER BASIN..... | 7.30 A. M. |
| 1174 | Ar. THUMB..... | 12.30 P. M. |

Luncheon.

| | | |
|------|---------------------|------------|
| | Lv. THUMB..... | 2.00 P. M. |
| 1190 | Ar. LAKE HOTEL..... | 5.30 " |

Dinner and lodging.

WEDNESDAY, AUGUST 21.

Breakfast.

| | | |
|------|-----------------------|------------|
| | Lv. LAKE HOTEL..... | 8.00 A. M. |
| 1208 | Ar. CANYON HOTEL..... | 11.30 " |

Luncheon, dinner, and lodging.

THURSDAY, AUGUST 22.

Breakfast.

| | | |
|------|-----------------------|------------|
| | Lv. CANYON HOTEL..... | 8.00 A. M. |
| 1220 | Ar. NORRIS..... | 11.00 " |

Luncheon.

| | | |
|------|------------------------------|-------------|
| | Lv. NORRIS..... | 12.30 P. M. |
| 1240 | Ar. MAMMOTH HOT SPRINGS..... | 3.30 " |

Dinner.

| | | |
|------|------------------------------|------------|
| | Lv. MAMMOTH HOT SPRINGS..... | 6.00 P. M. |
| 1245 | Ar. GARDINER, MONT..... | 6.30 " |

Resume Special Train.

Via Northern Pacific Railway.

| | | |
|------|---------------------------|------------|
| | Lv. GARDINER, MONT..... | 7.00 P. M. |
| 1299 | Ar. LIVINGSTON, MONT..... | 9.30 " |
| | Lv. LIVINGSTON, MONT..... | 9.40 " |

FRIDAY, AUGUST 23.

| | | |
|------|--|------------|
| 1414 | Ar. BILLINGS, MONT..... | 2.00 A. M. |
| | Chicago, Burlington & Quincy Railroad. | |
| | Lv. BILLINGS, MONT..... | 2.30 A. M. |
| 1890 | Ar. ALLIANCE, NEB..... | 7.00 P. M. |
| | Lv. ALLIANCE, NEB..... | 7.45 " |

MILES
FROM
PORT-
LAND.

SATURDAY, AUGUST 24.

2128 Ar. DENVER, COL..... 6.00 A. M.

In Denver.

Luncheon and dinner at Savoy Hotel.

Trip on "Seeing Denver" cars (50 cents).

Via Chicago, Burlington & Quincy Railroad.

Lv. DENVER, COL..... 10.00 P. M.

SUNDAY, AUGUST 25.

2383 Ar. McCOOK, NEB.....(Mountain time) 4.15 A. M.

Lv. McCOOK, NEB.....(Central time) 5.30 "

2611 Ar. LINCOLN, NEB..... 1.20 P. M.

Lv. LINCOLN, NEB..... 2.00 "

2666 Ar. OMAHA, NEB..... 3.30 "

Lv. OMAHA, NEB..... 4.30 "

MONDAY, AUGUST 26.

3162 Ar. CHICAGO, ILL..... 9.00 A. M.

Via Pennsylvania Lines.

Lv. CHICAGO, ILL..... 1.00 P. M.

TUESDAY, AUGUST 27.

3630 Ar. PITTSBURGH, PA.....(Central time) 1.45 A. M.

Via Pennsylvania Railroad.

Lv. PITTSBURGH, PA.....(Eastern time) 3.00 A. M.

3747 Ar. ALTOONA, PA..... 6.15 "

Lv. ALTOONA, PA..... 6.25 "

3879 Ar. HARRISBURG, PA..... 9.30 "

Lv. HARRISBURG, PA..... 9.40 A. M.

3964 Ar. BALTIMORE, MD..... 12.00 Noon

4006 Ar. WASHINGTON, D. C..... 1.00 P. M.

Lv. HARRISBURG, PA..... 9.40 A. M.

3983 Ar. WEST PHILADELPHIA, PA..... 12.13 P. M.

3984 } Ar. PHILADELPHIA, PA..... 12.17 "

3990 } Ar. NORTH PHILADELPHIA, PA..... 12.41 "

4019 Ar. TRENTON, N. J..... 1.18 "

4067 Ar. NEWARK, N. J..... 2.25 "

4074 Ar. JERSEY CITY, N. J..... 2.40 "

4075 Ar. NEW YORK, N. Y. { Desb. & Cort. Sts... 2.53 "

{ West 23d Street... 3.00 "

Ar. BROOKLYN, N. Y..... 3.05 "

TOUR No. 2.

TUESDAY, SEPTEMBER 3.

Via Pennsylvania Railroad.

MILES
FROM
NEW
YORK.

| | | | |
|-----|---|------------------------|-------------|
| | Lv. NEW YORK, N. Y. { | West 23d Street..... | 10.55 A. M. |
| | | Cort. & Desb. Sts. . . | 11.00 " |
| | Lv. BROOKLYN, N. Y..... | | 10.45 " |
| 1 | Lv. JERSEY CITY, N. J..... | | 11.14 " |
| 9 | Lv. NEWARK, N. J..... | | 11.25 " |
| 57 | Lv. TRENTON, N. J..... | | 12.18 P. M. |
| 85 | Lv. NORTH PHILADELPHIA, PA..... | | 12.52 " |
| 90 | Lv. PHILADELPHIA, PA. (Broad St. Station) | | 1.10 " |
| 91 | Lv. WEST PHILADELPHIA, PA. | | 1.14 " |
| 196 | Ar. HARRISBURG, PA..... | | 3.30 " |
| | Lv. WASHINGTON, D. C..... | | 11.55 A. M. |
| 42 | Lv. BALTIMORE, MD..... | | 1.05 P. M. |
| 125 | Ar. HARRISBURG, PA..... | | 3.25 " |
| | Lv. HARRISBURG, PA..... | | 3.35 P. M. |
| 327 | Ar. ALTOONA, PA..... | | 6.45 " |
| | Lv. ALTOONA, PA..... | | 6.50 " |
| 444 | Ar. PITTSBURGH, PA.....(Eastern time) | | 9.45 " |
| | Via Pennsylvania Lines. | | |
| | Lv. PITTSBURGH, PA.....(Central time) | | 8.55 P. M. |

WEDNESDAY, SEPTEMBER 4.

| | | |
|------|--|-------------|
| 913 | [Ar. CHICAGO, ILL..... | 8.45 A. M. |
| | Via Chicago, Milwaukee & St. Paul Railway. | |
| | Lv. CHICAGO, ILL..... | 9.20 A. M. |
| 1323 | Ar. ST. PAUL, MINN..... | 9.30 P. M. |
| | Via Northern Pacific Railway. | |
| | Lv. ST. PAUL, MINN..... | 10.00 P. M. |

THURSDAY, SEPTEMBER 5.

| | | |
|------|--------------------------------------|-------------|
| 1773 | Ar. MANDAN, N. D.....(Central time) | 12.05 P. M. |
| | Lv. MANDAN, N. D.....(Mountain time) | 11.10 A. M. |

MILES
FROM
NEW
YORK.

FRIDAY, SEPTEMBER 6.

| | | |
|------|---------------------------|------------|
| 2330 | Ar. LIVINGSTON, MONT..... | 3.55 A. M. |
| | Lv. LIVINGSTON, MONT..... | 4.10 " |
| 2384 | Ar. GARDINER, MONT..... | 6.40 " |

Stage through the Park.

| | | |
|------|-----------------------------------|------------|
| | Lv. GARDINER, MONT..... | 9.00 A. M. |
| 2389 | Ar. MAMMOTH HOT SPRINGS, WYO..... | 10.00 " |

Luncheon, dinner, and lodging.

SATURDAY, SEPTEMBER 7.

Breakfast.

| | | |
|------|-----------------------------------|------------|
| | Lv. MAMMOTH HOT SPRINGS, WYO..... | 8.00 A. M. |
| 2409 | Ar. NORRIS..... | 12.00 Noon |

Luncheon.

| | | |
|------|-------------------------|------------|
| | Lv. NORRIS..... | 1.30 P. M. |
| 2429 | Ar. FOUNTAIN HOTEL..... | 5.30 " |

Dinner and lodging.

SUNDAY, SEPTEMBER 8.

Breakfast.

| | | |
|------|-----------------------------|------------|
| | Lv. FOUNTAIN HOTEL..... | 8.00 A. M. |
| 2439 | Ar. UPPER GEYSER BASIN..... | 11.30 " |

Luncheon, dinner, and lodging.

MONDAY, SEPTEMBER 9.

Breakfast.

| | | |
|------|-----------------------------|-------------|
| | Lv. UPPER GEYSER BASIN..... | 7.30 A. M. |
| 2458 | Ar. THUMB..... | 12.30 P. M. |

Luncheon.

| | | |
|------|---------------------|------------|
| | Lv. THUMB..... | 2.00 P. M. |
| 2474 | Ar. LAKE HOTEL..... | 5.30 " |

Dinner and lodging.

TUESDAY, SEPTEMBER 10.

Breakfast.

| | | |
|------|-----------------------|------------|
| | Lv. LAKE HOTEL..... | 8.00 A. M. |
| 2492 | Ar. CANYON HOTEL..... | 11.30 " |

Luncheon, dinner, and lodging.

MILES
FROM
NEW
YORK.

WEDNESDAY, SEPTEMBER 11.

Breakfast.

| | | |
|------|-----------------------|------------|
| | Lv. CANYON HOTEL..... | 8.00 A. M. |
| 2504 | Ar. NORRIS..... | 11.00 " |

Luncheon.

| | | |
|------|----------------------------------|-------------|
| | Lv. NORRIS..... | 12.30 P. M. |
| 2524 | Ar MAMMOTH HOT SPRINGS, WYO..... | 3.30 " |

Dinner.

| | | |
|------|-----------------------------------|------------|
| | Lv. MAMMOTH HOT SPRINGS, WYO..... | 6.00 P. M. |
| 2529 | Ar. GARDINER, MONT..... | 6.30 " |

Resume Special Train.

Via Northern Pacific Railway.

| | | |
|------|---------------------------|------------|
| | Lv. GARDINER, MONT..... | 7.00 P. M. |
| 2583 | Ar. LIVINGSTON, MONT..... | 9.30 " |
| | Lv. LIVINGSTON, MONT..... | 9.40 " |

THURSDAY, SEPTEMBER 12.

| | | |
|------|---|------------|
| 2706 | Ar. HELENA, MONT..... | 2.15 A. M. |
| | Lv. HELENA MONT..... | 2.25 " |
| 2820 | Ar. MISSOULA, MONT..... | 7.00 " |
| | Lv. MISSOULA, MONT..... | 7.10 " |
| 2956 | Ar. TROUT CREEK, MONT..(Mountain time) | 10.35 " |
| | Lv. TROUT CREEK, MONT....(Pacific time) | 9.45 " |
| 3087 | Ar. SPOKANE WASH..... | 1.35 P. M. |
| | Lv. SPOKANE, WASH..... | 4.35 " |

FRIDAY, SEPTEMBER 13.

| | | |
|------|-------------------------------|------------|
| 3487 | Ar. SEATTLE, WASH..... | 4.10 A. M. |
| | Use trolley cars to see city. | |
| | Lv. SEATTLE, WASH..... | 2.10 P. M. |
| 3528 | Ar. TACOMA, WASH..... | 3.40 " |

Afternoon in Tacoma

Retire on train.

| | | |
|--|-----------------------|-------------|
| | Lv. TACOMA, WASH..... | 11.45 P. M. |
|--|-----------------------|-------------|

SATURDAY, SEPTEMBER 14.

| | | |
|------|------------------------|------------|
| 3673 | Ar. PORTLAND, ORE..... | 7.00 A. M. |
|------|------------------------|------------|

In Portland.

Columbia River trip may be taken.

Retire on train.

MILES
FROM
PORT-
LAND.

Via Oregon Railroad & Navigation Company.

Lv. PORTLAND, ORE..... 8.15 P. M.

SUNDAY, SEPTEMBER 15.

404 Ar. HUNTINGTON, ORE.....(Pacific time) 1.10 P. M.

Via Oregon Short Line Railroad.

Lv. HUNTINGTON, ORE....(Mountain time) 2.25 P. M.

MONDAY, SEPTEMBER 16.

731 Ar. POCA TELLO, IDAHO..... 12.20 A. M.

Lv. POCA TELLO, IDAHO..... 12.40 “

902 Ar. SALT LAKE CITY, UTAH..... 7.00 “

Visit points of interest.

Via Denver & Rio Grande Railroad.

Lv. SALT LAKE CITY, UTAH..... 6.00 P. M.

TUESDAY, SEPTEMBER 17.

1284 Ar. GLENWOOD SPRINGS, COL..... 7.30 A. M.

Lv. GLENWOOD SPRINGS, COL..... 7.35 “

1429 Ar. SALIDA, COL..... 1.30 P. M.

Lv. SALIDA COL..... 1.35 “

Pass through Royal Gorge about 3.45 P. M.

1525 Ar. PUEBLO, COL..... 4.45 P. M.

Lv. PUEBLO, COL..... 4.50 “

1569 Ar. COLORADO SPRINGS, COL..... 6.15 “

Side track for occupancy,

Meals in dining car.

WEDNESDAY, SEPTEMBER 18.**THURSDAY, SEPTEMBER 19.**

In Colorado Springs.

Side trips may be taken to Cripple Creek (\$2.75)

Pike's Peak (\$5.00), or drive to the

Garden of the Gods (\$1.00).

Retire on train.

MILES
FROM
PORT-
LAND.

FRIDAY, SEPTEMBER 20.

| | | |
|------|--------------------------------|------------|
| | Lv. COLORADO SPRINGS, COL..... | 6.00 A. M. |
| 1644 | Ar. DENVER, COL..... | 9.00 " |

In Denver.

Luncheon and dinner at Savoy Hotel.

Trip on "Seeing Denver" cars may be taken. Cost, 50 cents.

Retire on train.

Via Chicago, Rock Island & Pacific Railway.

| | | |
|--|----------------------|-------------|
| | Lv. DENVER, COL..... | 10.00 P. M. |
|--|----------------------|-------------|

SATURDAY, SEPTEMBER 21.

| | | |
|------|---|------------|
| 1980 | Ar. PHILLIPSBURG, KAN..(Mountain time) | 7.55 A. M. |
| | Lv. PHILLIPSBURG, KAN....(Central time) | 9.05 " |
| 2223 | Ar. OMAHA, NEB..... | 4.55 P. M. |
| | Lv. OMAHA, NEB..... | 5.40 " |

SUNDAY, SEPTEMBER 22.

| | | |
|------|------------------------|------------|
| 2727 | Ar. CHICAGO, ILL..... | 9.00 A. M. |
| | Via Pennsylvania Lines | |
| | Lv. CHICAGO, ILL..... | 1.00 P. M. |

MONDAY, SEPTEMBER 23.

| | | |
|------|--|-------------|
| 3195 | Ar. PITTSBURGH, PA.....(Central time) | 1.45 A. M. |
| | Via Pennsylvania Railroad. | |
| | Lv. PITTSBURGH, PA.....(Eastern time) | 3.00 A. M. |
| 3312 | Ar. ALTOONA, PA..... | 6.15 " |
| | Lv. ALTOONA, PA..... | 6.25 " |
| 3444 | Ar. HARRISBURG, PA..... | 9.30 " |
| | Lv. HARRISBURG, PA..... | 9.40 A. M. |
| 3549 | Ar. BALTIMORE, MD..... | 12.00 Noon |
| 3571 | Ar. WASHINGTON, D. C..... | 1.00 P. M. |
| | Lv. HARRISBURG, PA..... | 9.40 A. M. |
| 3548 | Ar. WEST PHILADELPHIA, PA..... | 12.13 P. M. |
| 3549 | Ar. PHILADELPHIA, PA..... | 12.17 " |
| 3555 | Ar. NORTH PHILADELPHIA, PA..... | 12.41 " |
| 3584 | Ar. TRENTON, N. J..... | 1.18 " |
| 3632 | Ar. NEWARK, N. J..... | 2.25 " |
| 3639 | Ar. JERSEY CITY, N. J..... | 2.40 " |
| 3640 | Ar. NEW YORK, N. Y. { Cort. & Desb. Sts... | 2.53 " |
| | { West 23d Street.... | 3.00 " |
| | Ar. BROOKLYN, N. Y..... | 3.05 " |



MINERVA TERRACE, MAMMOTH HOT SPRINGS

THE YELLOWSTONE PARK.

In this marvelous district, in the very heart of the Rocky Mountains, set apart forever by act of Congress for the benefit and enjoyment of mankind, Nature has established her own gigantic exposition, displaying in this mountain-bound plateau a greater variety of wonders than she has collected in a like area in any other part of the world. Here may be seen, either in active operation or in an extinct condition, almost every known variety of terrestrial phenomena. Geysers, hot springs, paint pots, sulphur springs, and fumaroles are plentiful, and in addition, may also be found cliffs of natural glass, lava beds, great riven rocks filled with basalt, extinct volcanoes, and petrified forests, and over amid the fastnesses of the Hoodoo Mountains and on the slopes of the great Tetons may be seen remnants of an ancient geological period—active glaciers.

The Park is directly under the administration of the Secretary of the Interior, who delegates its immediate care to a resident superintendent, at present chosen from the ranks of the army. Hunting, fishing, except by hook and line, and all forms of vandalism are punishable offenses.

Upon entering the Park the first indication the tourist sees of subterranean heat is the Boiling River, which issues from an opening in the rocks and empties directly into the Gardiner. This river is the outlet for the waters of the Mammoth Hot Springs, which find their way to this point through underground passages. A few miles beyond, the Mammoth Hot Springs themselves are reached.

The living springs are marvels of beauty. Their overhanging bowls, adorned with delicate fretwork, are among the finest specimens of Nature's

handiwork in the world, and the colored waters themselves are startling in their brilliancy. Red, pink, black, canary, green, saffron, blue, chocolate, and all their intermediate gradations are found here in exquisite harmony.

The
Yellowstone
Park

The springs rise in terraces of various heights and widths, having intermingled with their delicate shades chalk-like cliffs, soft and crumbly. These are the remains of springs from which the life and beauty have departed.

As the tourist proceeds through the Golden Gate and along Kingman Pass toward those objects in which his keenest interest centres—the Geysers—he may see to the northward, casting the shadow of its mighty presence over all the valley, that old sentinel of the Park, Electric Peak, whose snow-capped head rises 11,150 feet above sea level.

Twelve miles from the Springs is found a most curious volcanic formation. Obsidian Cliff, as its name indicates, is a cliff of natural glass at the head of Beaver Lake (so named from the old beaver dam which forms it), rising black and jagged in vertical columns 200 feet above the road. Here is located the only road of native glass upon the continent.

After passing Obsidian Cliff evidences of hot-spring action constantly increase, until they reach their climax in the Norris Geyser Basin. This basin is supposed to be among the most recent volcanic developments of the region; but, although it naturally receives a large amount of attention from the fact that it contains the first geysers coming to the notice of the tourists, it is, in reality, of minor importance as compared with the Firehole Basin. The main objects of interest here are the Monarch Geyser, the largest in the basin, the Black Growler, and the Hurricane. The eruptions of the Monarch are very irregular, but it sometimes displays tremendous power, forcing the hottest of



OLD FAITHFUL GEYSER

water to a height varying from one hundred to two hundred and forty feet. The Hurricane and Black Growler are prodigious steam vents, whose continuous roar and violent gusts bear a striking resemblance to the driving blasts of a tempest, and may be heard a distance of four miles.

The
Yellowstone
Park

Just as the road commences to descend from the high plateau between the Gibbon and the Firehole Rivers the tourist receives his first glimpse of the Teton Mountains, over fifty miles away. They are distinctly visible from every important peak in the Park, and for half a century were one of the chief landmarks in the trackless Rocky Mountain region.

From the summit of these mountains the range of vision covers probably the most remarkable group of river sources upon the earth. To the north are the headwaters of the Missouri. To the east rise the Yellowstone, the Wind, and the Big Horn Rivers. Southward across the Wind River Range rises the Platte. From the west flank of the mountains issue the tributaries of the great Colorado, while finally, interlaced with the very sources of the Missouri and Yellowstone, are those of the Snake.

In the Firehole Geyser region, which includes the Lower, Middle, and Upper Basins, the most peculiar phenomena of the Park are seen at their best.

In the Lower Basin are located the Fountain Geyser, the first one of magnitude the tourist meets and one of the best in the region; the Great Fountain, in some respects the most remarkable geyser in the Park, as its formation is quite unlike that of any other; the Mammoth Paint Pots, the most prominent example of this class of phenomena, and nearly seven hundred hot springs. Here also is located the Firehole, a large hot spring, from the bottom of which, to all appearances, a light-colored

**The
Yellowstone
Park** flame is constantly issuing, at times assuming a ruddy tinge, and always flickering like the lambent flame of a torch. It is only an illusion, however, and is probably caused by escaping gas.

In the Middle Basin is located the greatest geyser in the world. Long regarded as a mammoth hot spring, it was not until 1881 that the Excelsior disclosed its true character and developed into a veritable water volcano. It has an irregular crater three hundred and thirty by two hundred feet and twenty feet deep. During its eruption it exhibits tremendous power, throwing a column of water fifty feet in diameter to a height of 250 feet, and frequently ejecting huge rocks. It has remained inactive, however, since 1888. In this basin is also located the wonderful Prismatic Lake, upon whose mist-covered surface is displayed every color of the rainbow.

It is not until the tourist arrives at the Upper Basin, however, that he reaches the real home of the genus geyser. Here are fifteen examples of the first magnitude, besides scores of less important ones, and here they hold high carnival. The Grotto, the Splendid, the Giant, the Castle, the Lion, the Giantess, and the Bee Hive are located here; and here also stands Old Faithful, whose hourly eruption affords the visitor, however transient, an opportunity of witnessing at least one geyser in action. To it fell the honor of welcoming civilized man to this remarkable region, for when the Washburn party, from a dense forest, which concealed everything around them beyond a radius of a few hundred feet, emerged suddenly into an open, treeless valley, there, directly in front of them, scarcely two hundred yards away, stood the vertical column of Old Faithful, shooting 150 feet into the air; and then it was that the old geyser received its name. It is estimated that this



LOWER FALLS OF THE YELLOWSTONE

The geyser alone ejects over thirty-three million gallons of water daily.

Yellowstone Park The most beautiful geyser in the whole region, however, is the Bee Hive. While not so grand and powerful as some of the others, from an artistic point of view it is the most perfect geyser in the Park.

About eight miles beyond the Upper Geyser Basin the road crosses the Continental Divide, and then for a distance of about ten miles lies on the Pacific Slope. From Shoshone Point a glimpse may be had of Shoshone Lake, quietly nestled among the mountains, and far away to the south may be seen the towering peaks of the great Tetons.

At Lake View a sharp turn in the forest road brings the tourist suddenly in full view of one of the most striking panoramas in the world. Immediately before him, 300 feet below, lies the beautiful Yellowstone Lake. Beyond, far away along the eastern horizon, rise the Absaroka Mountains, while on every hand the dark pine forests shroud the slopes and are mirrored in the tranquil waters below.

Yellowstone Lake is nearly a mile and a half above the level of the sea, or a quarter of a mile higher than Mt. Washington. It has an area of 139 square miles and a maximum depth of 300 feet. At one point upon its shore fish may be caught and cooked in the boiling spring without taking them from the line.

About twenty miles above the head of the lake is the celebrated Two-Ocean Pass, where exists a most remarkable phenomenon. From the north and from the south issue two streams, which flow along the top of the Continental Divide towards each other until each finally divides, one part passing down the Atlantic slope and the other down the

Pacific, thus forming a continuous natural water connection between the Atlantic and Pacific Oceans nearly six thousand miles long. It is supposed that the fish in the Yellowstone Lake entered through this connection.

**The
Yellowstone
Park**

On the road from the Lake to the Falls the tourist passes Mud Volcano, Mud Geyser, Sulphur Mountain, and the beautiful Hayden Valley; but his growing impatience to behold the crowning glory of all—the Grand Canyon—will not permit him to devote much time to their minute inspection.

As the Upper Falls are neared the road becomes decidedly picturesque. At one point it is hung upon the side of an almost perpendicular cliff overlooking the rapids of the river; at another it crosses a deep ravine over the highest bridge in the Park.

A short distance below this point the now rushing river turns abruptly to the right and disappears. Here are the Upper Falls of the Yellowstone. The narrowness of the vent and the velocity of the current forces the stream far out from the face of the vertical rock in one bold leap of 112 feet.

A few hundred yards beyond this point a sharp bend in the road unfolds to the visitor, all at once, the whole vista of the Grand Canyon of the Yellowstone. For twelve miles it stretches out below the Falls, dropping sheer from a thousand to fifteen hundred feet, and bearing upon the face of its walls the most glorious color work in the world. At the head of the canyon, enveloped now in part, now in total, by a floating robe of mist, are the Lower Falls, where the river plunges headlong over a precipice 310 feet high, and then silently and beautifully winds its way along the bottom of the mighty gorge, a sinuous line of living green.



HORSESHOE CURVE, PENNSYLVANIA RAILROAD

DESCRIPTIVE OUTLINE SKETCHES
OF
INTERESTING POINTS *EN ROUTE*.

TOUR No. 1.

WESTBOUND.

A trifle over one-fourth of the entire distance traversed by the tours will be over the lines of the Pennsylvania Railroad System. The tourist will notice on every hand evidences of the great engineering feats which have engaged the attention of the Company's officers in the past few years, in the elevation of tracks through large cities, the elimination of curvature, and the enormous cuts made in the slopes of the Allegheny Mountains to reduce the grades.

There is but little of scenic interest along the line until the Susquehanna River is crossed, just beyond the city of Harrisburg, on the longest and widest stone-arch bridge in the world. This bridge, which is 3800 feet in length and carries the four-tracked main line of the Pennsylvania Railroad, was eighteen months in building and required 200,000 tons of stone in its construction.

This famous piece of railroad engineering, with the accompanying beautiful stretch of line along the slopes of Allegrippus gorge and the long tunnels through the summit of the Allegheny Mountains at Gallitzin, always attracts the attention of travelers by the Pennsylvania Railroad. The railroad leaving Altoona Station, which lies 1179 feet above sea level, winds around and up the side

The
Rockville
Bridge

Horseshoe
Curve

Horseshoe Curve of the mountain to Kittanning Point, ascending 423 feet in a little over five miles. The curve itself is a little over 1845 feet in length, and the view from the centre of it down the valley is superb. The up grade to the tunnels at Gallitzin is a steady one, an average of about eighty-five feet to the mile. The line enters the tunnel at the summit over 1000 feet above the level of the station at Altoona. The gorge of Allegrippus, passed just before the tunnels are reached, is one of the wildest regions in the State.

Between Pittsburgh and Chicago Leaving Pittsburgh, the party will traverse one of the great main arms of the Pennsylvania Railroad System the Ft. Wayne Division, extending diagonally through the States of Ohio and Indiana to Chicago, 468 miles away.

Chicago, Ill. The metropolis of the West will live forever as the site of one of the greatest Expositions ever held in America. To the tourist its park system is the most attractive feature. This includes about 2000 acres. Lincoln Park is on the north side, about two miles distant; Douglas and Central Parks on the west side, about four miles; and the south Parks, in the south part of the city, between six and seven miles. The Union Stock Yards are in the southern part of the city. They cover 350 acres, and are the most extensive in the world.

On to St. Paul Between Chicago and St. Paul the route is almost a straight line through one of the most attractive sections of Wisconsin. One sees on every hand the pretty little lakes which render this part of the United States one of the greatest outing resort States in the Union. Madison, the capital of the State, is the largest place passed *en route*.

Between St. Paul and Portal the party traverse the lake region of Minnesota, and the rolling prairies of North Dakota, the greatest flax and wheat region within the borders of the United States.

**Through
Minnesota
and Dakota**

At this point, 560 miles from St. Paul, the international boundary between the United States and Canada is passed.

Portal

At this point the Canadian Government has reserved a National Park twenty-six miles long and ten miles wide. Around Banff the scenery is the grandest on the American Continent. Mountain peak surmounts mountain peak; rock lies piled upon rock; rushing waters and lakes, like gems among the roughness, give color to the scene.

Banff

From the veranda of the hotel at Banff one sees to the northward, Cascade Mountain, towering to the height of 9875 feet; to the east, Mount Inglismaldie and the far-uplifted solitudes of the Fairholme sub-range; southeast of Mount Inglismaldie, the sharp cone of Mount Peechee, one of the peaks of the Fairholme Range, 10,000 feet high; to the left of Cascade Mountain, and north of the railway track, forest-fringed Squaw Mountain, standing sentinel over the beautiful Vermilion Lakes, which nestle at its feet; up the Bow River to the westward, the square crest of Mount Massive, towering into the heavens; nearer Banff, to the southwest, razor-backed Sulphur Mountain; southward, isolated Tunnel Mountain; and back of the hotel, Mount Rundle, 9665 feet. Mount Assiniboine, one of the Matterhorns of the Canadian Rockies, lies twenty miles south of Banff, in the Spray Valley—a sheer pyramid of almost vertical rock, towering far above vast glacial fields and surrounding uplifted solitudes to an altitude of 11,860 feet.



BANFF HOT SPRINGS, ALBERTA

Laggan is the station for the Lakes in the Clouds, rare gems whose loveliness far surpasses any lakes in the world. Lake Louise, the nearest to the railroad, is two and one-half miles by a good driving road. A bridle path leads one thousand feet higher up the mountain to Mirror Lake, and a still higher ascent to Lake Agnes. All of these lakes are over five thousand feet above sea level, and Lake Agnes is literally above the clouds.

The one hundred and four miles between Laggan and Glacier includes some of the most magnificent scenery to be found on the American Continent. The train climbs up and over the Divide of the Rocky Mountains, the highest point being passed at Stephen Station. Just beyond, the railroad passes between Mts. Stephen and Field, two giants of the Rockies.

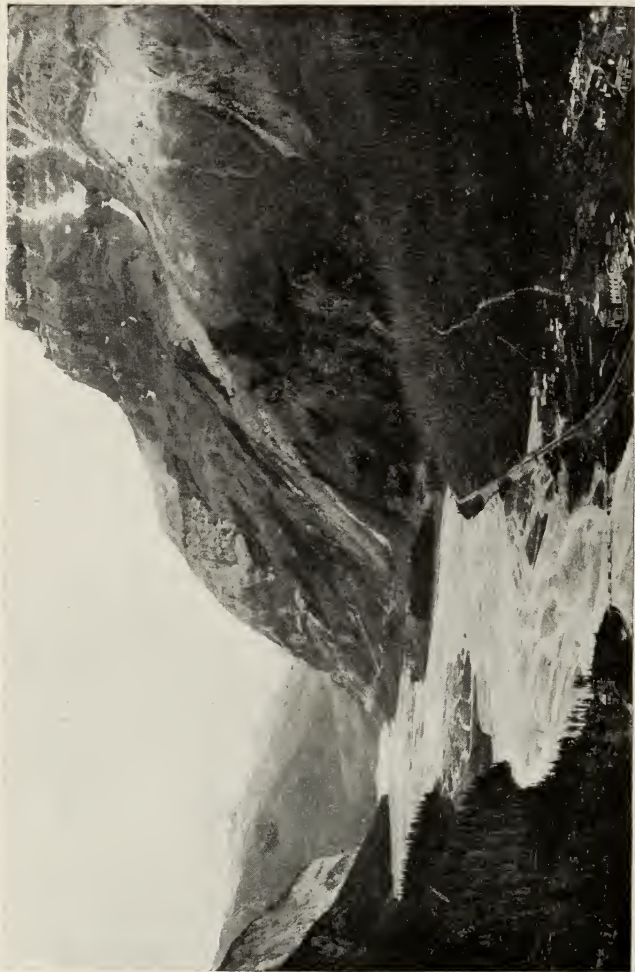
**The Heart
of the
Rockies**

The passage through Kicking Horse Canyon beyond Palliser Station is one long to be remembered. Leaving this famous gorge the route enters the valley of the Columbia River, and shortly after leaving Beavermouth Station the Selkirk Mountains are surmounted through the Beaver River and Bear Creek Canyons.

This is the station from which the side trip is made to the Great Glacier of the Selkirks, a vast sea of ice that glistens in a silvery white sheen, by the side of which all of those of the Alps rolled into one would be insignificant.

Glacier

Trails and good footpaths lead from Glacier Station to points of interest in this vicinity. The principal attraction, of course, is the Great Glacier itself, where one may witness all of the phenomena of a large ice stream or ascend to the vast Illecillewaet Neve, and wander about on a nearly level and apparently limitless snow field. The distance from Glacier to the forefront of the Great Glacier



AMONG THE CANADIAN ROCKIES

is one and one-half miles, by way of a good trail **Glacier** crossing the Asulkan River, and following the Illecillewaet River, which has its source in the glacier, till the moraine is reached.

Ashcroft is a point of departure for the gold **Ashcroft** fields. Three miles to the west the route lies through a dismal gorge, almost terrifying in its loneliness. It traverses the western slopes of the Selkirks, winding in and out of valleys, at times buried in their depths, at intervals high up on the mountain sides. Between North Bend and Yale, a distance of twenty-three miles, the canyon walls are so narrow that the river dashes against them with a terrific roaring.

Seattle is one of the most flourishing cities of **Seattle,** the Northwest, delightfully situated upon the **Wash.** shores of Elliot Bay, an arm of Puget Sound. Almost the entire business section of the city was destroyed by fire in 1889, involving the loss of many millions of dollars, but the energy of its citizens has built up a city which is unexcelled in the Northwest. The residential section, which is situated upon terraced hills, is beautifully laid out. The coal mines back of Seattle send out many thousands of tons a day. Lake Washing, a lovely sheet of water, is situated in the suburbs.

Mt. Rainier, with its white, majestic face veiled **Tacoma,** in clouds, and its head, capped with snow and ice, **Wash.** reared boldly into the air over fourteen thousand feet above the level of the sea, guards with dignity and solemnity this growing city. Situated at the head of Puget Sound, Tacoma has one of the largest and safest harbors in the world. The shipping of the place is a study. Vessels of every class and type load and unload at the huge docks. A tramp steamer is perhaps docked alongside of a Chinese

Tacoma, tea merchantman, or a Southern fruiter close to a
Wash. South American trader. Several hours may also be spent in visiting the huge mills.

Portland, Visitors to Portland leave it with great regret.
Ore. Beautifully situated at the confluence of the Willamette with the Columbia, it is one of the most important commercial centres of the Pacific Coast. The climate is pleasant, the scenery grand. The city slopes west from the river to a range of hills from whose slopes and summits may be had a magnificent view of the city, valley, river, and mountain range, with five eternal snow peaks standing out in bold relief and varying in height from 9000 to 15,000 feet above sea level. From Fairmount, a pasture on the summit of one of the western hills, may be had not only the grand view to the eastward, but also one to the west, taking in the coast mountains bordering the Pacific Ocean.

Looking to the north, Mount Rainier, 14,532 feet high, peeps above the horizon, white and dazzling; a little to the right, but near at hand, rises the beautiful white cone of Mount St. Helens, 9750 feet in height; farther away again and to the northeast rises in its great, white, monumental grandeur Mount Adams, 12,250 feet high; to the east, and sixty miles distant, but seemingly, in the clear atmosphere, nearer six miles away, stands Mount Hood, the peculiar joy and glory of Oregonians. Mount Hood, 11,225 feet high, and white, immaculately so, with its glaciers and snow fields, is one of the most fascinating sights in the world.

Eastbound Leaving Portland, the route turns back again into the State of Washington to Tacoma; thence directly eastward into the fastnesses of the Cascade Range. This is one of the most beautiful of the ranges on the western coast.



PORTLAND AND MT. HOOD

Spokane The thriving city of Spokane has been developed through the lumber trade. Cutting the city directly in two is the Spokane River, which in the centre of the city is whipped into cascade and fall, which gives the place its name.

Bozeman Tunnel A few miles before reaching Livingston the party will pass through the Bozeman Tunnel, 3652 feet long, piercing the Gallatin Range of the Rockies at an altitude of 5500 feet. This is the entrance to the great mining regions of the Northwest.

A full description of the Yellowstone Park will be found on pages 25 to 32.

Returning to Gardiner after the trip through the Park, the party will retrace their steps to Livingston, then turn eastward along the Yellowstone River to Billings, 115 miles away.

The Cattle Country At Billings the route turns southeastward into the greatest stock-raising and agricultural country in the world. In addition to its importance in this respect it is interesting historically, as the railroad practically follows the trail first travelled by Lewis and Clark in 1805, and it was the scene of the last great struggles with the Indians.

The Black Hills Before reaching Alliance, Neb., the route passes through the famous Black Hills of Wyoming and Dakota, the scene of the early struggles of the great scout, Buffalo Bill. The scenery through this section is charming.

Denver, Col. During the mad rush of '58 a gold camp was pitched at the junction of Cherry Creek and the Platte and christened Auraria. From this small beginning sprang Denver, the pushing, bright, and cultured city of the plain, the social and commercial centre not only of Colorado, but of the entire middle West.

Within a figurative stone's throw of its walls are the world-known cattle ranches and silver-producing sections. From its heights may be seen in all their indescribable grandeur the snow-capped peaks of the Rockies, Long's Peak a short distance to the north, and far away to the south the dim outline of Pike's Peak. The industry of wresting the precious metals from their rocky prisons is here carried on upon a very extensive scale and may be seen a short distance outside of the city. To the returning traveler Denver is the portal of the populous East.

**Denver,
Col.**

From Denver eastward the line traverses the great plains of Colorado and Nebraska to Omaha, passing through Lincoln, the capital of the latter State, famous as the home of William Jennings Bryan, the great free silver advocate.

**Over the
Plains**

Omaha, situated almost in the geographical centre of the greatest agricultural and stock raising country in the world, with water facilities that have enabled it to build up large manufacturing industries, and with twelve railroads, giving it direct communication with all the leading cities of the East and West—is the business centre and largest and most important city of the trans-Mississippi region

Omaha

From Omaha the way leads across the most southern part of the farming State of Iowa to Burlington, where the Mississippi River is crossed, and thence northwestwardly through Illinois to Chicago.

**Homeward
Bound**

From Chicago the same route is traversed as upon the westward trip.

TOUR No. 2.

Between New York and Chicago, Tour No. 2 will follow the same route as Tour No. 1.

To St. Paul Leaving Chicago, the way lies directly westward to the banks of the Mississippi River, which are reached at the town of Savanna, Ill. The river is then followed along its east bank for 286 miles to St. Paul.

The World's Granary Between Fargo, the first large town within the borders of North Dakota, and the western border of the State at Beach, is the great granary of the Northwest.

A full description of Yellowstone Park will be found on pages 24 to 32.

Westward to the Coast Leaving Gardiner, the party will continue westward to the Pacific Coast over the same route pursued in an eastward direction by Tour No. 1. A description of the interesting places passed *en route*, and of the cities of Seattle, Tacoma, and Portland, will be found in the section devoted to Tour No. 1.

Through the Cascade Range Leaving Portland, the party will traverse one of the wildest and most picturesque sections of the Northwest. For nearly two hundred miles the route follows the noble Columbia River. This magnificent stream, which has cut its way through the Cascade Range after a Titanic struggle, winds through a valley which for beauty is not excelled anywhere.

Salt Lake City Salt Lake City is situated in the great Valley of the Jordan, west of the Wasatch Mountains, and

just fifteen miles south of Great Salt Lake. The city is beautifully laid out, and possesses numerous attractive public buildings of note and worth. The streets are kept beautifully clean, especially in the residence portion, and there is an Oriental air about the city that carries one back to the banks of the biblical Jordan, and is unlike that of any other city in the Union. On Oil Creek, immediately where it emerges from the Range, are the grounds and offices of the Presidency of the Mormon Church. Separated from these by East Temple (Main) Street is Temple Block, conspicuous from the entire valley by reason of the turtle-roofed Tabernacle and white granite walls and towers of the Temple. On the same block are the Endowment House and Assembly Hall, both buildings connected with Mormon worship.

Salt Lake City.

Tourists may make use of the Sightseeing Cars, which make a complete tour of the city, visiting all the more important places of interest. This trip costs 50 cents.

Beyond Salt Lake City the route surmounts the Wasatch Mountains and passing a stretch of arid desert, enters the valley of the Grand River, which it follows for many miles.

The Wasatch Mountains

This canyon is the centre of great mining activity and of great natural beauty. The mines are located on the mountain crests and the ore is sent down to the river and railroad in buckets on great steel cables.

Eagle River Canyon

At this point the Continental Divide is passed. The line winds up the mountain side in great loops, passes under the summit through a tunnel, and again winds down the far side of the slope. For almost the entire year the mountain slopes are bleak, and at times snow-clad.

Tennessee Pass



SALT LAKE CITY

The Grand Canyon of the Arkansas is one of the most awe-inspiring and magnificent examples of Titanic convulsion known. The length of the canyon is about eight miles. Its great granite sides, so close together that the sun only penetrates the depths at places, and the railroad and the river barely have room to pass, tower upwards until at the Royal Gorge they attain a height of 2600 feet. The granite is dark red in color, and the train moves around corners and projecting shoulders which seem impassable. At one point the railroad is suspended over the river on a hanging bridge fastened to the sides of the gorge.

**Grand
Canyon
of the
Arkansas**

At Colorado Springs ample opportunity will be afforded to thoroughly view the charming city under the shadow of Pike's Peak, which heroic mount raises its snow-capped head like a cowed sentinel on guard over the treasured bit of garden earth below. The climate is grand, and the scenic attractions unrivaled. The place has won a marvelous reputation as a health resort. Seven miles away is the famous resort Manitou, with its world-renowned "Garden of the Gods," a park covering eight hundred acres, and surrounded on all sides by a rampart of hills.

**Colorado
Springs
and
Manitou**

Fifty miles west of Colorado Springs, in a region of towering mountain peaks, and built at an altitude of from 10,000 to 12,000 feet above sea level, are the mining towns of the Cripple Creek District. The highest point in the trip to the District is reached at Hoosier Pass, 11,000 feet above sea level, from which Cripple Creek can be seen 1000 feet below. The mines around the district are well worth a visit.

**Cripple
Creek, Col.**

The ascent of this giant of the Rockies can hardly be described. The summit is 14,147 feet above sea

Pike's Peak

Pike's Peak level and shrouded in everlasting snow. The trip to the summit and return can be made from Manitou in about four hours. From the summit of the Peak may be seen a mighty panorama of 60,000 square miles. The air is cold and rare, but passengers experience no ill feeling from the ascent.

A description of Denver will be found in the section devoted to Tour No. 1.

Homeward Bound Eastward from Denver the route extends across the northern half of the great State of Kansas; thence into Nebraska, passing through Lincoln, to Omaha. Here the Missouri is crossed to Council Bluffs. Beyond, the road lies directly east to Chicago, the Mississippi being crossed between Davenport and Rock Island. Just before reaching Chicago the town of Joliet, at which is located one of the greatest penal institutions of the country, the Illinois State Penitentiary, is passed.

From Chicago the same route is covered as upon the westward trip.



